

# Emissions Fact Sheet | Gas as a Marine Fuel



LNG IS SAFE TO USE, FULLY COMPLIANT AND READILY AVAILABLE AS A MARINE TRANSPORT FUEL

Standards, Guidelines and Operational protocols are all in place to ensure that the SAFE WAY is the ONLY WAY when using gas as a ship fuel.



LNG meets and exceeds all current and 2020 Marine fuel compliance requirements for content and emissions, local and GHG.



With the world LBV fleet doubling in the next 18 months and those vessels being deployed at major bunkering hubs, LNG as a ship fuel is rapidly becoming readily available.



**OBJECTIVE** - Peer reviewed by leading academics from key institutions in Germany, Japan and USA.

**QUALITY ASSURED** - Assesses the supply and use of LNG as marine fuel according to relevant ISO standards.

**COMPREHENSIVE** - Uses latest primary data to assess all major types of marine engines and global sources of supply.

**THIS REPORT IS THE DEFINITIVE STUDY INTO GHG EMISSIONS FROM CURRENT MARINE ENGINES**



LNG IS THE MOST ENVIRONMENTALLY-FRIENDLY FUEL FOR SHIPPING TODAY AND IN THE FORESEEABLE FUTURE

LNG marine fuel GHG reduction Benefits:



HFO+scrubber = LSFO WtW emissions But with LNG:



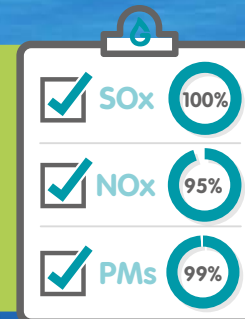
Methane slip can reduce GHG reduction benefits:



If LNG fuelled the world fleet today it would emit 15% less GHG

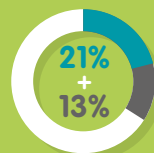


Local pollutant reduction results with LNG

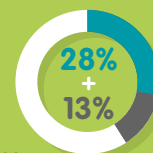


Whats next....

Ship operation optimisation will further reduce emissions



Use of L<sub>BIO</sub>G and L<sub>SYN</sub>G further reduce WtW GHG emissions. Just a 20% blend can reduce it by a further 13%



**sgmf**  
2019 sea change.